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The report gives a description of the city of Tirana and its installations; there are also a few [] sketches.

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A. TIRANA (ALBANIA). TOWN PLANNING

1. Location

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TIRANA, capital of Albania,

4. Roads (JTB Questionnaire, Item (29e) refers)

a) The arterial road to DRACO was named RUGA KONGRESI PIEMONT
 this road was the former PRINCIPAL
 PIEMONTE.

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b) The unfinished road to the southwest, to KAVAJ, was called RUGA KAVAJA.

c) The square at the town centre was called SKANDER BEK Square.

d) The new road leading northwards from this square was called BOULEVARD
 OF THE 17th NOVEMBER.

e) The new road leading southwards from the square was also a BOULEVARD,
 called after some historic date

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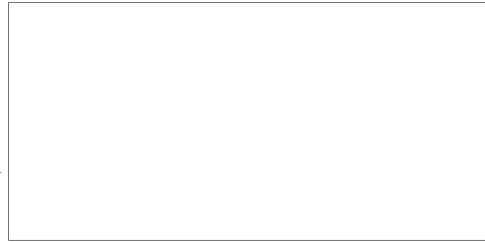
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[redacted] this road was the former VIALE VITTORIO MANUELE. Its present name was not ENVER HOXHA.

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- d) The arterial road to the northeast was called RUGA DIBRA, the name of the village to which it ran.

- e) [redacted] roads were formerly called VIA MUSSO+ LINI and VIALE SARVIA.

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- f) The asphalted road TIRANA - DRAC was in good condition. The only bridge still damaged on the road was west of SJAK, crossing the river ARZEN [redacted]. A temporary wooden bridge, built by the German Engineering Corps, still stood.

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- i) The road TIRANA - ELBASAN was in fairly good condition.

5. Objectives in the Town Area

- a) The objectives in the town [redacted] marked on the sketch, (sheet No.1), are described below:-

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- b) For objectives (A),(B),(C) and (S) on sketch, see detailed description in para B.

- (D) Former airfield TIRANA. This airfield was not in service since 1947. Occasionally (at long intervals) a Russian courier a/c landed and took off the same day. No maintenance or repair work had been carried out on the airfield, since the Italians left it during the war. The runway parallel to the RUGA KONGRESI PEREMET was in rather bad condition. It was approx. 1.5 km long and 150 m wide. There was no Albanian airforce. The pilots of three a/c which had been handed over by the Russians to the Albanians for training in 1946 escaped with their planes to Italy.

- (E) Former Italian orphanage, in town district BRAKA, converted into a cadets' training centre where youths from 10 - 14 years of age were trained by methods modeled to Russian standards.

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- (F) Cotton Mill [redacted] (refers) in town district BRAKA. The workshops were erected in 1947 - 49, but after their completion all efforts to find adequate water supply for production failed. For this reason the mill could not be operated and the whole complex was left empty. A new cotton mill was planned on which constructional work commenced in 1950 in the RUGA KAVAJA, see (R).

- (G) Technical School.

- (H) Main power plant for TIRANA. Power was produced by diesel generators. Capacity should have been 2000 KW, but was never reached because of inefficient maintenance and lack of spare parts. Average output was 800 KW. The electric light in town flickered and was dim.

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- (I) Railway station of the single tracked line to DRACO. No details available on line itself.
- (J) Multi-storied building under construction. Purpose unknown.
- (J1) Area where new houses were planned and partly under construction. Old houses had been pulled down and the traces of streets were straightened.
- (K) Clinics for women.
- (L) Barracks, Albanian Officers' School.
- (M) Civilian Hospital.
- (N) Military Hospital.
- (O) BASHKINI press, a 4-storied modern building.
- (P) Workers' Club House with Cinema.
- (Q) SKUMBINI Barracks, largest military training camp in Albania. The troops seen were badly clothed in Russian uniforms and armed with Russian rifles, machine carbines and bomb-throwers of 12 cm calibre drawn by horses.
- (R) New cotton mill under construction, called KOMBINAT STALIN. Up to December 1950 only the foundation walls of workshops could be seen. The external brick walls of one or two shops had reached a height of 2 - 3 m above ground level.
- (T) Food supply depot of the Army and slaughter house of the town. The depot comprised 10 -12 1-storied wooden huts along the fence and some in the centre.
- (U) Modern town district built by the Italians. In this district lived mainly Russian officers with their families and some high ranking Albanian officers and officials. The district was not open to the public. Street entrances were guarded by Albanian patrols equipped with machine carbines. The TIRAN population called this district the KREMLIN. Situated there was a Russian MAGAZIN where also Albanian officers from the rank of major upwards were allowed to do their shopping.
- (V) Post, telephone and telegraph office. [redacted] the telephone exchange comprised a few automatic selectors but had mainly manually operated switch boards.
- (W) Building of the State Bank (formerly Italian bank), a bow-shaped construction.

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(X1) Ministry of Industry.

(X2) Ministry of Commerce.

(X3) Ministry of Interior. The minister of Interior was TUKYAKOVA. [redacted] at the same time the right hand of ENVER HOXHA. In the ministry was also installed the Albanian Security Branch, called SEKURIM. SEKURIM was the new name for MBROTYES POPOLIT [redacted], abbreviated M.P. The former head of SEKURIM was MEMESHEO [redacted] a partisan leader during the war in which capacity, so it was rumoured, he shot a British officer. He was replaced in 1950 by major KHALI DZHELO (phon. spelling) who had been trained in MOSCOW for 14 months.

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(X4) Ministry of Exterior.

(X5) ENVER HOXHA's office, called KRAY (phon. spelling).

(X6) Army Supply H.Q.

(X7) H.Q. of the Albanian Army, former Italian Lord Lieutenant's residence.

(Y) High school for musicians.

(Z) New stadion KEMAL STAFKA.

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B. DETAILED DESCRIPTION AND SKETCHES OF (A), (B), (C), AND (S)
OBJECTIVES IN TIRANA, (see sketch, sheet No. 2).

(A) Army Vehicle Repair Depot and Tank Training Centre

1. Location

On RUGA KONGRESI PERMET

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3. Description of the Depot and Camp

The whole complex was surrounded by a barbed wire fence (37) and a wall (36) but only towards the road. The camp had been installed by the Italians. All buildings were brick built, yellowish plastered, and covered with rather flat tiled saddle roofs. The area was divided into 3 sections, separated by barbed wire fences.

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(a) Tank depot and drill ground. [] the number of Russian Medium T-34 tanks parked there 12, and the number of heavy tanks of the ISU-122 type 6. In addition, there was an unknown number of armoured cars of the BA-64 type.

- (1) Tank sheds
- (2) Tank repair shops
- (3) Fitting section
- (4) Former tank shed which had been converted into an instruction centre comprising several class rooms with a corridor at its western side,
- (5) The only 2 storied block in the camp area. Barracks for office and kitchen staff.
- (6) Kitchen and dining room.
- (7) Central stores for motor vehicle spare parts.
- (b) Repair depot, comprising the central section of the premises.
 - (8) Garage
 - (9) Carpentry
 - (10) Timber material store
 - (11) Varnishing section
 - (12) Kitchen
 - (13) Foundry
 - (14, 15) Foundry auxillary sections
 - (16) Fitting section

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- (17) Power generating plant with a diesel engine as prime mover. Power produced was 60 kilo Watt for 220 and 125 Volt A.C.
- (18) Store room for electric equipment.
- (19) Motorcycle repair section.
- (20) Engine repair shop.
- (21) Engine test section, there was a large test bench for diesel engines and a small one for otto engines.
- (22) Car repairshop.
- (23) Repairshop for electric equipment.
- (24) Lorry repairshop. Most lorries to be repaired lately were of the Czech TATRA type with 4 and 12 cylinder engines.
- (25) Office blocks.
- (26) Petrol office.
- (27) Petrol tank station.
- (28) Depot administration block.
- (29) Spare part store.
- (30) Barrack complex of the tank regiment.
- (30) Transformer station.
- (31) Shower bath room with water reservoir.
- (32) Unknown store room.
- (33) Officers' mess and billeting.
- (34) Office block.
- (35) Troop quarters.
- (35a) Kitchen and dining room.

4. General Information on Troops and Living Conditions

- ③ *Summary*
- a) The soldiers were badly treated by Albanian officers as well as by Russian instructors. In the 1st year of service they got 108 LEK (Albanian currency) per month, in the 2nd year 130 LEK. One cigarette cost 1 LEK. Soldiers were never given leave, and most of them

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[redacted]

were not released after completion of their two years obligatory service. Their families were not supported by the State, even if the soldier was the only bread winner. Most feared were SEKURIM agents amongst the units. Officers and soldiers were continuously arrested by denunziation and sent for 20 years to prison.

- b) Frequent attempts were made by both Army personnel and civilians to escape to Italy. Escape was very difficult, but fear of a wholesale exodus was one reason why Russians did not allow the Albanians to form an airforce or navy, and why commercial traffic at sea was carried out by Russian cargo vessels. Stowaways board Russian ships at DRAC harbour in order to jump into the sea and reach the Turkish coast between the Dardanel and the Bosphorus.

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- c) [redacted] the Albanian land frontiers were strictly policed by Army units. They were said to be equipped with former German Army wireless sets, connected with a central station in the Ministry of Interior.

(B) TIRANA Wireless Station [redacted]

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1. Location

The wireless station was located adjacent to the Army camp (A),

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3. Description of the Station

- (1) Short wave transmitting station, a small brick building with flat roof. The transmitter installed there was a former 3 KW set of which the capacity was increased by new valves to 5 KW, operating in the 38 m band. [redacted] this transmitter was used by Russians.
- (2) Small house built adjacent to the station (1), where Russians were billeted.
- (3) Aerial tower, 76 m high.
- (4) Aerial towers, 72 m high. The distance between the towers was approx. 90 m. The double aerial between tower (3) and (4) with 4 double downlets to the station (1) was used for short wave transmitting. The aerial between the towers (4) was used for medium wave transmitting.

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(5) Medium wave transmitting station. There was installed a former 1 KW set, also increased by additional valves to 1,5 KW capacity. This station was the TIRANA Broadcasting Station (1451 Kilo Hertz), the former RADIO ROMA II station.

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(6) The premises of the wireless station were planted with fruit trees and surrounded by a hedge (7).

4. Wireless Station under Construction

On the northern side of the road TIRANA - DRAO a new wireless station had been partly built by Italians.

It was said that a transmitter of 50 KW would be installed there. The Albanians had left the station untouched. No aeri-als or aerial masts had been erected.

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(C) Branch Power Plant TIRANA

1. Location

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The small power plant was located opposite the troop quarters of the Army camp (A).

3. Description of the Plant

All buildings were brick built and 1-storied.

(1) Dwelling house.

(2) Power generating room. Two diesel engines were in operation as prime movers. Power produced was of 600 KW for 220 and 125 Volt A.C. This plant supplied the northwestern part of the town but, like the main plant (H), (see para (A5)), its capacity was insufficient.

(3) Material store.

(4) Small water tower.

(5) Wooden fence.

4. General Information on Power Supply

Power supply for the town was quite inadequate due to the shortage of spare parts for the diesel engines and generators which were mostly German made. Most large installations had their own diesel driven

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generators, but these were in bad conditions. Apart from material shortages, there was a dearth of skilled labour and machinery delivered from foreign countries suffered rapidly in consequence.

(S) USINA ENVERI Repair Workshop

1. Location

This establishment was located on the southern side of the BUGA KAVAYA between the Army Food Supply Depot (T) and the KOMBINAT STALIN, the new cotton mill under construction (R), (see para (45)). Location of USINA ENVERI is approx. at

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3. Description of the Plant

- a) The plant was a new one installed in 1947/48. Its purpose was a machine tool factory, but because of the shortage of skilled labour, it was little more than a repairshop for civilian cars, for which it produced spare parts and components. The few products were sold at extremely high prices in the town.
- b) The premises of the plant were not fenced in. The buildings were brick built, and the main machine shop (5) had a saw-tooth roof (top light).
 - (1) Office block.
 - (2) Unknown department.
 - (3) Entrance to the machine shop.
 - (4) Empty room.
 - (5) Machine shop equipped with numerous lathes, millers, boring machines, etc. from dismantled German machinery stock.
 - (6) Store room.
 - (7) Diesel driven power generator.

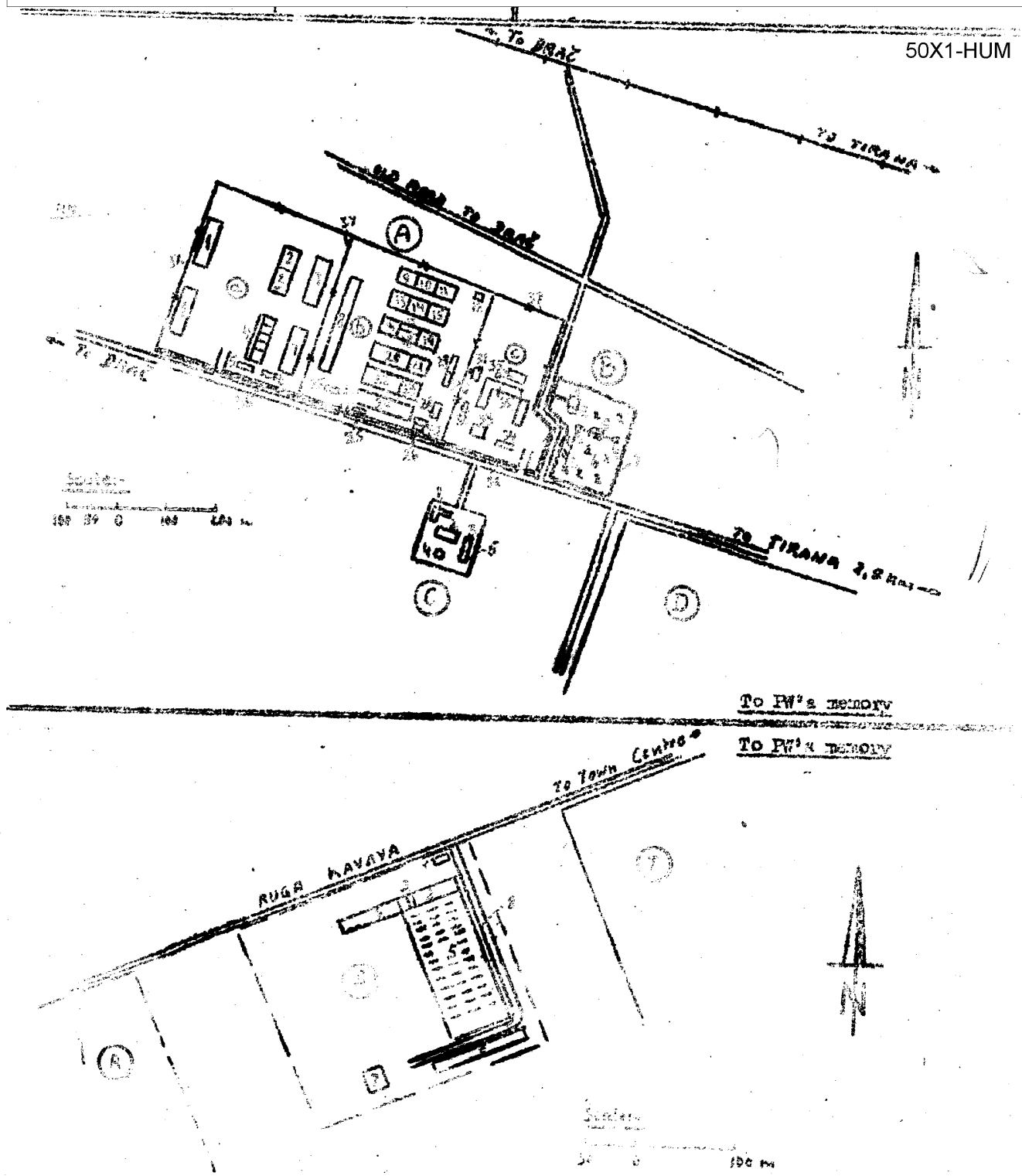
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